

# GALT TRAFFIC



The monthly Newsletter of EAA Chap. 932 at Galt Airport, Wonder Lake, IL. (10C). **President:** John Wise, 7704 E. Sunset Dr., Wonder Lake, IL. 60095 (FLYDVII@AOL.COM) **Editor:** Jeff Hill, 9610 Hidden Ln., Woodstock, IL. 60098, (JJHILL@COMPUSERVE.COM)

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## OCTOBER 1999

### **YOUNG EAGLES DAY OCT. 9 -- LAST FOR '99**

Let's all spread the word and show up for our last Young Eagle Rally of the year Saturday, Oct. 9. We need pilots, planes and help on the ground. If among the families of your friends, neighbors or relatives, you know of any interested boy or girl age 8 - 17, invite them (and Mom and/or Dad). We'll also have something on the grill so plan to join us for lunch, too.

### **MARK YOUR CALENDAR...**

**SAT. OCT. 16**

### **EVERYBODY'S INVITED**

1. **Chapter Meeting 10 AM** Be there to discuss the possibility of forming a group to build the first of Steve Nusbaum's "John Doe" kits. If there's interest, this could be an exciting project.

2. **Fall Bomb Drop** Mandatory pilot briefing at 11 AM. Bomb drop begins at noon. We'll have the grills going at noon so join us for a burger or a dog

3. **Chili Feed, Hay Ride and Bonfire** following the bomb drop (around six). We'll furnish a keg of "fire extinguisher" in case either the chili or bonfire is too hot.

### **FIRST SOLOS AND NEW RATINGS**

Congratulations to **Gerry Moldier III** who soloed on his 16th birthday, Aug. 29. Also to **Jim Feeler** who soloed Sep. 4 and to **Randy Keens** and **Carol Williams** who both soloed Sep. 15.

Congratulations to new Private Pilot **Rich Schroeder**.

### **THE WAG-AERO "CUBBY" PROJECT...**

... is off the back burner and moving forward again. (This is the steel tube "Piper Cub" type fuselage you see on saw horses in the Chapter building.) If you're involved, or would like to be, give John Wise a call (815/653-3966) for information about buying into the project and the work days/hours schedule.

## **EXCERPTS FROM THE LATEST NALL REPORT**

**From the AOPA Air Safety Foundation**

\* "As in all previous years, the leading causes of fatalities were continued VFR flight into instrument conditions and low-level maneuvering flight. These rather sanitary descriptions of unfortunate situations should more properly be called "judgement failures"."

\* "Most scud-running crashes probably don't happen the first time out. The pilot may be emboldened by early successes and might get away with it for months or years. But, in 1997, over 80 percent of these accidents involved fatalities -- the highest fatality rate of any type mishap."

\* "Most wire strikes occur below 100 feet AGL. The only time an aircraft needs to be that low is just after takeoff and just before touchdown. This is a transition altitude, not a cruising one."

\* "Personal flight accounted for about 42 percent of the activity and almost 67 percent of the fatal accidents. Compare that to flight instruction, which has grown to over 20 percent of all flight hours, with less than six percent of the fatal accidents."

\* "Beware the crosswind! Takeoff and landing are the most likely phases of flight to have a mishap, although they are seldom fatal."

\* "Midair collisions continued to occur mainly on good VFR days, at low altitude, close to airports." "A recent AOPA Air Safety Foundation study of midair collisions revealed that 49 percent of them occurred in the traffic pattern or on approach to or departure from an airport. Of the other 51 percent, about half occurred during enroute climb, cruise, or descent, and the rest resulted from formation flights or other hazardous activities. Eighty percent of the midair collisions that occurred during "normal" flight activities happened within 10 miles of an airport, and 78 percent of the midair collisions that occurred around the traffic pattern happened at nontowered airports."

\* "Fuel management, or rather mismanagement, continues to be a leading identifiable cause of accidents. Last year more than two airplanes a week were crashing with no danger of catching fire -- no gas in the tanks. Almost everybody almost made it -- usually within just a few miles of the destination."

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## OCTOBER FLY-IN CALENDAR

Call ahead for Details

- Oct 1-3 Lawrenceville, IL (LWV) 618/943-2076**  
Free Flight Model Airplane Competition
- Oct 2 Sturgeon Bay, WI (SUE) 920/743-6083**  
Door Co. Fall Colors Fly-In and Breakfast
- Oct 2-3 Kalamazoo, MI (AZO) 616/382-6555**  
Free Fall Open House Kalamazoo Air Zoo
- Oct 3 Iola, WI (68C) 920/244-7850 or 715/445-3655**  
Fall Colors Fly-In; Pancake B'fast; Chili Dinner
- Oct 3 Lostant, IL (IS56) 815/882-2371**  
Fly-In/Drive-In Breakfast
- Oct 8-10 Aurora, IL (ARR) 630/466-4193**  
EAA 579 Annual Scarecrow Days
- Oct 9 Alton, IL / St. Louis (ALN) 618/259-2531**  
5th Annual War Birds Fly-In Food Many activities
- Oct 9 Chesaning, MI (50G) 517/845-6465 / 6110**  
Chili dinner Noon-4 PM Autumn Art Fair
- Oct 9 Galt Airport Call Jack Hartery 815/243-5767**  
*Bring a Young Eagle! 11 AM - 4 PM Come Help Out!*
- Oct 10 Morris, IL (C09) 815/942-1600**  
IAC Chapter 1 Sportmans Contest Restaurant on Field
- Oct 10 Noblesville, IN 317/773-5298**  
EAA Ch. 67 Fly-In Hog Roast
- Oct 14-17 Branson, MO (PLK) 417/338-2225**  
U.S. Pilot Assn. Fall Mtg. Guest speaker Phil Boyer
- Oct 16 Decatur, IL (DEC) 217/423-6538**  
EAA Ch. 274 Chili Day & Young Eagles
- Oct 16 Galt Airport Call John Wise 815/653-3966**  
*Mtg. 10 - Bomb Drop 11 - Chili/Hay Ride/Bonfire 5*
- Oct 16 Juneau, WI (UNU) 920/386-2458**  
9-3 Craft Fair Fly-In Lunch
- Oct 21-23 AOPA Expo '99, Atlantic City, NJ**
- Oct 24 Aurora, IL (ARR) 630/466-4193**  
Young Eagles Rally 8-30-3 Bar B Q after
- Oct 31 Daylight Savings Time Ends**

.....And looking ahead.....  
(EAA 932 Meets on 3rd Saturdays, 10 AM at Galt)

- Nov 20 Chapter Meeting 10am**
- Nov 25 Thanksgiving Day**
- Dec 18 Chapter Meeting 10am Christmas Dinner 7pm**
- Dec 24-25 Christmas Eve/Day**
- Dec 31 New Year's Eve**

**We have arrived...**

Flight Attendant after "cruncher": "Ladies and Gentlemen, welcome to Amarillo. Please remain in your seats with your seat belts fastened while the Captain taxis what's left of our aircraft to the gate."

## AIRPORT NAMES

Say "O'Hare" or "LaGuardia" and everybody knows you are talking about Chicago and New York. But how many of the following airports names can you match with their city?

- 1) Hartsfield 2) Logan 3) Gallatin 4) Hopkins 5) Port Columbus 6) Willow Run 7) Jose Marti 8) McCarran 9) Standiford 10) Gen. Mitchell 11) Truax 12) Sangster 13) Mirabel 14) John F. Kennedy (careful) 15) Sky Harbor 16) Lambert 17) Luis Munoz Marin 18) Pearson 19) Dulles 20) Bradley 21) Guipavas 22) Otopeni 23) Kastrup 24) Cointrin 25) Ataturk 26) Heathrow, Gatwick and Stanstead 27) Orly, De Gaulle and Le Bourget 28) Barajas 29) Malpensa and Linate 30) Cote D' Azur 31) Diagoras 32) Ciampino and Fiumicino 33) Ben Gurion 34) Carthage 35) Okecie

1) Atlanta 2) Boston 3) Bozeman 4) Cleveland 5) Columbus 6) Detroit 7) Havana 8) Las Vegas 9) Louisville 10) Milwaukee 11) Madison 12) Montego Bay 13) Montreal 14) Ashland, WI. (also New York) Note: JFK's last trip before Dallas was to Ashland to dedicate the Apostle Islands National Lake Shore. 15) Phoenix 16) St. Louis 17) San Juan 18) Toronto 19) Washington DC 20) Windsor Locks (Hartford) 21) Brest 22) Bucharest 23) Copenhagen 24) Geneva 25) Istanbul 26) London 27) Paris 28) Madrid 29) Milan 30) Nice 31) Rhodes 32) Rome 33) Tel Aviv 34) Tunis 35) Warsaw

## THOUGHT FOR THE MONTH OR, GOOD GRIEF!

## THE PAST—1987 and 1992 vs. 1997

|                                         | 1987    | 1992    | 1997    | % Change from 1987 |
|-----------------------------------------|---------|---------|---------|--------------------|
| Pilot Certificates Held                 | 699,653 | 682,959 | 616,342 | -11.9              |
| Active General Aviation Aircraft        | 217,183 | 184,433 | 192,410 | -11.4              |
| General Aviation Aircraft Shipments     | 1,085   | 899     | 1,569   | 44.6               |
| Total Aircraft Landing Facilities       | 17,015  | 17,846  | 18,345  | 7.8                |
| Public-Use Landing Facilities           | 5,723   | 5,545   | 5,357   | -6.4               |
| General Aviation Hours Flown (Millions) | 33.4    | 26.5    | 27.7    | -17.1              |
| General Aviation Total Accidents*       | 2,420   | 1,956   | 1,907   | -21.2              |
| General Aviation Fatal Accidents*       | 426     | 408     | 361     | -15.3              |
| General Aviation Fatalities*            | 788     | 812     | 615     | -22.0              |

\* 1997 data is preliminary.

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1987 - 1997 saw the best U.S. economy in most of our lifetimes. How could these years have produced the dismal results above? Is General Aviation in trouble? You bet! Do your share by joining and supporting the organizations that support General Aviation and you.

**Join now: AOPA: 1-800-USA-AOPA**

**Join now: EAA: 1-800 JOIN EAA**

**Join now: EAA Chapter 932: 815-338-3551**

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